# GEOGRAPHIC NEWS BULLETIN

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INSULT HARNESSED TO THE INJURED

The camel is accustomed to burdens. Without the twin loads which flank his sides the desert carrier seems gaunt and unimpressive. But to harness him between thills like a horse or a Belgian dog, as they do in India, is the last indignity that breaks the camel's pride.

## HOW TO OBTAIN THE BULLETIN

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## Chihli: The New England of China

CHIHLI, northern zone of recent Chinese fighting, lies in the New England States of China—a region wherein the provinces of Chihli, Shansi and Shantung bear some striking analogies to our own northeastern States.

If one disregards Manchuria this likeness extends to contour as well as location. Chihli also has a frozen winter, sudden changes in temperature, numerous mountains and many short rivers.

A glance at a map will indicate a comparison of the Gulf of Chihli to Cape Cod Bay, with the Shantung peninsula serving as a large scale Cape Cod. Chihli alone covers nearly twice the area of the New England States and its population is more than one-fourth that of the entire United States.

### Exports Fox Tails and Goat Beards

Industrially Chihli is the Massachusetts of China; Tientsin is an up-river port where factories and shipping and western ways have found a firm foothold. This city sends a large bulk of goods direct to Europe and the United States. Its exports to this country include feathers, goats' beards, fox tails, licorice, human hair, pig bristles and lanterns.

Western visitors are apt to interpret the modern aspects of Tientsin as an advance in civilization, but the Chinese of the interior, one must remember, regard these innovations as barbaric. Chihli combines the old and the new in startling fashion. Northwest of new Tientsin is the venerable Peking. There one may board a railroad which has thrown steel rails along an ancient caravan route to dirty, busy Kalgan, where the camels which used to make their toilsome way into Urga, Mongolia, have been superseded, in part, by motor trucks.

This railroad, known as the Peking-Suiyuan line, embodies some unusual engineering feats and affords magnificent scenery. It is the rail route to the Great Wall, man's most outstanding marker on the earth's surface, which bisects Chihli.

### Dinosaurs Lure Autos

From Kalgan to Urga, the capital of inner Mongolia, is no farther than it is from Chicago to Cleveland but it formerly took 40 days for camels or bullock carts to bring hides and wool along this route. The performance of an American scientific expedition which used automobiles in hunting dinosaur eggs proved motor practicability and now autos run on a four-day schedule between the cities.

The first fifteen miles out of Kalgan is the hardest part of the trip, passing through the rocky ravine known as Kalgan Pass. Suddenly the road emerges to the tableland at Hanaba, and thence it heads through farming country for fifty miles and emerges into grazing lands which extend the rest of the way to Urga, except for a narrow stretch of waste gravel. This is an eastern spur of the misnamed Gobi desert. The so-called "desert" makes better traveling than the Chihli roads where highways have been worn down a hundred feet or more in the deep,

A "CAB" STAND IN MODERN VENICE. (See Bulletin No. 4.) © National Geographic Society.

With waterways for streets, Venice has gondolas and boats for "cabs." The gondola holds from four to six persons, while the barca (boat) carries eight people. There are always "hookers" at the stands to assist passengers to embark and disembark and they expect a gratuity for their services. The shouts of the gondoliers as they turn their corners are weird and melancholy.

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## Explorers Tell Geographers About Pushing Back Time Line of American History

TWO EXPLORERS, N. H. Darton and Neil M. Judd, described to the Association of American Geographers, meeting in Washington December 30 to January 1, how they had pushed back the sky line of American history for centuries.

North America's history now is contemporaneous with that of Egypt and runs parallel with that of the Grecian and Roman civilizations but had no connection with Old World cultures, the speakers indicated.

Dr. Darton recently returned from his work with the National Geographic Society expedition which still is exploring the ruins of an ancient temple at Cuicuilco, Mexico. These ruins are believed to be at least 3,000 years old and already they have revealed an American Pompeii of treasures from the distant past.

### Housing Troubles of 75 B. C.

Dr. Judd displayed a necklace of 2,500 pieces, one of the turquoise jewels some fashionable Indian lady left behind when she, along with the other tenants, hurriedly departed from the Pueblo Bonito "apartments" in Chaco Canyon, the New York of North America in 75 B. C.

In the exhibition of explorations shown in connection with the meetings were photographs of Machu Picchu, the Peruvian ruins where hanging gardens like those of Babylon were found, and there also was discovered the probable home of the potato—the world's greatest single crop today. The leader of the National Geographic Society expedition which found this ancient city of the Incas was Hiram Bingham, recently elected Senator from Connecticut.

In his address of welcome to the geographers, who met at the headquarters of the National Geographic Society, Dr. Gilbert Grosvenor, president of The Society, urged more general teaching of geography in high schools.

### Geography a Neglected Subject

"Geography is a step-child of the American public schools," Dr. Grosvenor said. "The subject frequently is dropped after the seventh grade; it is getting a begrudged and insecure footing in junior high schools.

"Geography, though neglected, is a basic subject. It enters into the warp and woof of history, science, literature and the languages. It is a cultural subject of abiding interest and lifelong intellectual fascination. It is a necessity to business and the professions.

"A knowledge of geography is necessary to reading newspapers; the wider teaching of the subject would encourage intelligent newspaper reading. It is at least as essential to education as a knowledge of Cicero's orations or Ben Jonson's plays.

### An Elective Course Which Millions Choose

"The National Geographic Society virtually is a University of Geography. It is conducting an elective course—a great class of geography—patronized by millions of pupils of all ages.

"Our student roster—that is our membership—reaches to every commu-

loose earth known as loess. After a rain these centuries-worn roads become rivers and tie up the slow-moving traffic for days.

### Vast Sweep of Flood

A rain in Chihli which only stops travel is cause for rejoicing. Here floods are frequent and disastrous. It is difficult for the outsider to realize the extent and devastation of the high waters. In 1917 a flood inundated an area three times the size of Connecticut, between Paotingfu and Tientsin. The crop loss was estimated at $100,000,000; and the number of villages wiped out, amazing as the figure may sound, was 80,000.

The best farming country of Chihli lies in a strip running back about 100 miles from the coast. This eastern plain is densely populated; its soil is amazingly fertile, being the deposit of deltas of the numerous rivers that empty into Chihli Gulf. Grains, cotton, peanuts and fruits are grown and cattle are raised for their meat.

Chihli launched a fruitful educational campaign twenty years ago. The results are most apparent in the cities, especially in Tientsin. There, some years ago, a "depot of maps and books" was opened by the government, where school supplies are sold below publishers' prices.

### Traffic Policemen Abound

Tientsin makes its quickest and sharpest impression by its excellent police system. America is introducing the automobile to Chihli; but Tientsin outdoes America in traffic supervision. There is a traffic policeman on practically every corner where there is any traffic at all, and he earns his pay by trying to keep pedestrians, carts, jinrikishas, autos and the new pedicabs out of a hopeless tangle. The police also are entrusted with sweeping, watering and lighting the streets and these duties are well performed.

The pedicab is a combination of a jinrikisha and a bicycle. The passenger rides in the two-wheel carriage and the coolie makes better time than he did walking.

### Junks of Many Kinds

The most amazing variety of vehicles is to be found in the river which winds a serpentine course of 60 miles to the Tientsin port of Taku, only 25 miles away. There is a type of junk for every use—for passengers, for fish, for coal, for long hauls, for short hauls, for rice tributes. All these and many more have distinctive names.

Coal is no new idea in Chihli, where it is especially abundant. Marco Polo found that "all over the Country of Cathay there is a kind of black stone existing in beds in the mountains, which the natives dig out and burn like firewood."

The province also is famous for the Chang-lu salt, produced near Tientsin. One bank of the Hai-ho, for miles given over to making salt, is dotted with mounds and windmills for pumping saline waters into the salt fields.

One of the surprises of Chihli is the way to pronounce it, which is not like a South American country of similar spelling but as if it were spelled "Jeerhlee."

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## Belvoir: An Historic Picnic Ground

BELVOIR, VIRGINIA, where George Washington danced, where Martha Washington was entertained at week-end parties, and where Lord Fairfax rested after his fox hunting, has a special interest in connection with the coming celebration of Washington's birthday. It is popularly known among Washingtonians as a "destination" of interest for the motorist and a luncheon place for the motor boat enthusiast.

Though today there is just a small pile of bricks, made in England, and a foundation which is almost imaginary to tell where the historic mansion stood, the very spot itself speaks of the romance of which early Virginia history is redolent. Not a painting nor authentic plan remains to tell what the old house looked like. Its location on a high green bank where the Potomac bends gently southward just below Mount Vernon, and within sight of Gunston Hall, the home of George Mason, the father of the Virginia Declaration of Rights, was enough to inspire its preservation by transferring it to the United States Army. It now is posted as an animal reservation and picnic ground.

### Estate Had Ten-mile River Front

In the old days the estate stretched for ten miles along the river, and the house site is a high point which juts out into one of the deepest places in the river channel.

From Washington it is easily accessible by boat down the Potomac or by an excellent military road leading to Camp Humphreys, built during the World War as a station for engineers.

These stately gentlemen of Virginia had, from their front windows or front yard, a magnificent view of the curving banks of the river, and of the soft blue hills on the Maryland shore. Though the two or three hundred yards of land that stretched off on the right toward the intake from the river are now overgrown with trees and brush they must have been cleared out then so the planters might have a good view of the vessels from England that put in at their wharves.

### Built in Days of "Spectator"

The house was built, evidently in the early eighteenth century, by William Fairfax. This cousin was colonial agent of the owner of the land, Lord Fairfax, who at that time was basking in the sunshine of courtly favor and ladies' smiles in England, contributing, as fancy pleased him, to Addison's "Spectator," and moving in the inspiring and intellectual atmosphere of London society.

When His Lordship was jilted at the altar for a suitor with a higher title, he decided to seek surcease from his chagrin by visiting his cousin William, who seemed to be enjoying life on his vast holdings in the Colonies. So pleased was he with what one early writer terms "beautiful prospects and sylvan scenes, transparent streams, and majestic woods," that he afterwards took up his residence on part of his estate in the Shenandoah Valley.

It was at Belvoir that Washington came under the influence of the polish of an elegant English household. Most of his sterling virtues and simple morality he had learned under his mother's care, but in the Fairfax home and on his long

nity of the United States of 50 or more white persons, and to 152 nations, colonies and mandatories; to every country, in fact, which has a postal system. Their National Geographic Magazines are carried to some members by reindeer sleds, mule-back and camel caravans, in coolies' packets and by queer watercraft."

In recounting the findings of the National Geographic Society's expeditions during 1924 Dr. Grosvenor said:

"In selecting subjects for exploration we endeavor to find fields that will appeal to the interest of the average American. It is he who provides the funds for our work and we, as his trustees, insist that the project we invest his money in should hold and encourage his geographic interest."

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**A CHINESE BOY OF CHIHLI WITH HIS KITE** (see Bulletin No. 1)

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## Venice, Where Gondolas Now Vie With Motor Boats

A DEMONSTRATION by indignant gondoliers in Venice because of the increasing use of motor-boats on the canals of the city may have at its roots the fight to hold one's job—but there is much more at the bottom of it as well.

Venice's environment evolved the gondola almost as truly as an aquatic life changed legs into flippers for seals or put web feet on ducks. Venice not only has "water avenues," large canals in which motor-boats can operate, but also many scores of narrow and shallow "water lanes" and "water alleys" where the use of mechanically propelled craft would be out of the question. Probably no other boat as large as a gondola, even though driven by oar or pole, could navigate these small channels successfully. Extreme lightness of draft, and ability to turn and swerve about agilely are the chief requirements made by Venice's canal traffic, and every line and curve of a gondola seems designed to achieve these ends.

### Like Skate Gliding Over Surface

This distinctive craft is more like a skate gliding over a surface than a boat ploughing into it. Both ends are curved up and the bottom is flattened. The weight of the gondolier in the stern tends to raise the prow; and the boat seems eager to climb out of the water at every stroke. Although a few motor-boats have operated satisfactorily for years on the broad Grand Canal, one can imagine their troubles in a traffic jam on even the medium-sized waterways to be not unlike those of a farm tractor set down among the darting, dodging taxicabs of Fifth Avenue.

Even if it were not surely protected by the existence of the smaller canals, sentiment would fight ably with the gondoliers for the life of their institution—for it is little less. One can hardly imagine Venice without gondolas. And the gondoliers themselves are an important factor in Venetian life. Henry James called these sturdy, sun-burned, water-loving men "the true children of Venice." They typify much more closely than the merchants and artisans and gentry, on their pile-made ground, the spirit of the founders of Venice who built up among the waters the unequaled maritime world power of its day.

### Boats Painted Black by Law

The visitor to Venice for the first time is sure to be disappointed in the appearance of the gondola. So much that is romantic has been associated with these boats that the stranger unconsciously expects them to be gaily decorated. But each is like all the rest, a somber, unrelieved black. The powerful council of the old Venetian Republic provided for this dusky hue back in the sixteenth century, and the requirement has been followed as faithfully ever since as if the mighty Ten still held unquestioned powers of life and death over all the citizenry. One explanation of the queer law is that Venetians were squandering too much money vying with one another in decking their gondolas with costly trappings. Another is that it was to lend prestige to authority. At any rate the edict excepted

hunting trips with Lord Fairfax and in his fireside talks with this veteran of experience who could tell him the opinions of the learned men at Oxford and of the gayety of English society he gleaned much that stood him in good stead in later years.

### Why Mount Vernon Was Built

Lawrence Washington, George's older brother, had married Anne Fairfax, the older daughter of William Fairfax and it was for her that Mount Vernon was originally built. Later when the house was being remodeled for the coming of the bride of George, it was William Fairfax who went over every day or two to be sure that the carpenters were getting everything in "apple-pie order."

Situated as Belvoir was, so close to Mount Vernon and to Gunston Hall, it was the center of great social activity. Often whole parties would move from one large colonial mansion to another in a continual round of festivities. One amusing and delightful indication of the affection existing between the Fairfax family at Belvoir and George Washington is a note written by William Fairfax to Washington after the campaign against the French at Fort Duquesne begging him to come over on the next Sunday, "or else the Lady's will try to get horses to equip our Chair or attempt their strength on Foot to Salute you."

**Bulletin No. 3, January 19, 1925.**

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**A VIRGINIA THAT IS DIFFERENT FROM THE PLANTATION TIMES OF WASHINGTON**

**A locomotive of the Virginian Railway. The "largest locomotive in the world" never maintains its prestige long. Nearly every year sees a larger one built. The Virginian's latest compound articulated Mallets, with their twenty drivers, 449 tons weight, and 147,200 pounds tractive effort, were the giants of the rails in 1924. They can comfortably handle seventy-five 120-ton cars from the mines to the seashore, with the help of a pusher up the mountain grades, and have done much better than that in demonstration tests. On the heavy grades they burn coal at a rate of six tons an hour (see Bulletin No. 3).**

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## Delhi, Whence India Is Ruled, Is Victim of Flood

A FLOOD which would have been described on the first pages of American newspapers had it occurred in the United States, was that which swirled about Delhi, India, when the Jumna River went on a rampage. Hundreds of villages were inundated, scores of people and thousands of animals were drowned, and heavy damage was done to houses and crops.

If one spot were singled out in history-steeped India as most historic of all, probably it would be the city of Delhi, for both written records and oral traditions extending back for ages tell of power wielded from Delhi's site.

### Coronation Place of Country's Emperors

It is because of this rich incrustation of history and tradition that Delhi was chosen as the coronation place for all India's modern imperial rulers: Queen Victoria, King Edward VII, and the present Emperor of India, King George V of Great Britain. For the same reason Delhi was chosen, a few years ago, to be the permanent capital of the Indian Empire. Government staffs were moved to temporary quarters in the city while just south of the town is rising one of the most imposing made-to-order capitals ever built, where the viceroy and his co-rulers will have their permanent quarters.

Delhi is situated in about the latitude of San Antonio, Texas, on the very center-line of India. It is a city of the plains, in the broad belt of lowland that sweeps entirely across the northern part of the peninsula and composes India's most fertile and most densely populated region.

All about Delhi, well preserved and in various stages of ruin, are monuments to India's and Delhi's greatness—victory towers, temples, mosques, tombs, and palaces.

Delhi is most famous to Westeners as the former seat of the Great Moguls and their powerful empire which flourished in the sixteenth, seventeenth and early eighteenth centuries. The court of the Mogul Emperors far surpassed in magnificence any other court of its day. Probably no regal splendor in any era has matched that of the Moguls. The emperors sat on the famous Peacock Throne (later captured by the Shah of Persia) in a throne room whose walls were of exquisitely decorated marble hung with sumptuous brocades. Diamonds and other precious stones worth hundreds of millions of dollars studded the throne and ornamented the robes of the sovereigns. The city fell into the hands of the British in 1857 during the Indian Mutiny.

the gondolas of the Doge and the foreign ambassadors which were richly embellished in gold and crimson.

### Most Gondolas Operated as Taxicabs

At the height of Venetian prosperity the wealth of certain individuals might be measured by the number of gondolas they maintained as in America to-day one's bank account may sometimes be inferred from the automobiles he owns. At the present time there are relatively few privately owned gondolas. They serve as taxicabs with "stands" at prominent points along the canal banks. Some Venetian families hire a gondolier and his boat from month to month; and as is true of chauffeurs in some moderately well-to-do families in the United States, the gondolier, when not rowing his boat, may act as butler or general man-servant about the house.

The gondola is first mentioned in manuscripts of 1094 A.D., but had probably been evolving from forms not greatly different since the first Venetians took up their abode on the lagoon mud-banks several centuries earlier. The unusual craft has flourished only where it was born, and is hardly known in other parts of the world save as a curiosity, or to give a breath of Venice to the ornamental lakes of World Fairs. One of the few transplantations of the gondola that has been attempted was to the Grand Canal that Louis XIV built at Versailles in 1674. These boats, a gift of Venice, unlike their patterns, were brilliantly decorated. A colony of Italian gondoliers and their families was established in the Parisian suburb and remained until the French Revolution.

**Bulletin No. 4, January 19, 1925.**

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**A DIFFERENT SORT OF A CANAL FROM THOSE OF VENICE**

**Stretching from tide-water to slack-water along the Potomac, the Chesapeake and Ohio Canal, whose construction George Washington himself helped finance, has a charm of its own, as, half disclosed and half revealed, it winds among the trees; and not the least part of this charm is the slow, old-fashioned movement of the boats and of the people on and near this ancient waterway. Already pleasure-seekers in canoe and motor-boat enjoy its beauties, and it is becoming increasingly popular as a route between the populous city and picturesque charms of the river region.**

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**NOTED EXPLORERS WHO ATTENDED MEETING OF GEOGRAPHERS AT THE NATIONAL GEOGRAPHIC SOCIETY'S HEADQUARTERS IN WASHINGTON, D. C.**

In the front row on the extreme left is Capt. Robert A. Bartlett, navigator for Peary when Peary discovered the North Pole. Capt. Bartlett recently returned from a survey of far northern waters where he gathered data for airship exploration of the Polar region. On Capt. Bartlett's left is Dr. Gilbert Grosvenor, President of the National Geographic Society, which sent out all the expeditions which these explorers led. Next is Dr. Robert F. Griggs, leader of the Society's expedition which discovered the famous "Valley of Ten Thousand Smokes," America's unique natural wonder. On the far right is N. H. Darton who has been studying the age of North America's oldest known edifice at Cuicuilco, near Mexico City. In the rear row, on the left, is Dr. Willis T. Lee, just back from exploration of the Carlsbad Caverns, the world's most beautiful cave. In the center of the rear row is Frederick Wulsin, who led the Society's expedition in north China and Tibet, traveling at times with a caravan of 27 camels and floating on a raft down the Yellow River; and on the extreme right of the back row is Dr. Neil M. Judd, explorer of Chaco Canyon, the New York of America in 75 B. C., where the fashionable Pueblo Bonito apartments were hastily deserted by tenants who left behind them their household utensils, art objects, and jewels, including a beautiful mounted ring and a turquoise necklace of 2,500 pieces. The steps of Hubbard Memorial Hall, where this picture was taken, are historic, for here the world's famous explorers and geographers have faced cameras when they called at the National Geographic Society headquarters upon their return from expeditions.